

ILLEGIB **INFORMATION REPORT**

COUNTRY

Germany (Russian Zone)

DATE DISTR. **29** April 1948

SUBJECT

Railroad Conditions in the Russian Zone

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 USE OF TRAINED INTELLIGENCE ANALYSTS

1. The transportation performance of Russian Zone railroads in 1947 amounted to 4.1 million cars, with loads of 308,000 tons (etc) or 11,400 cars daily. In 1946 the daily average was 10,800 cars. Railroad officials believe that the 1947 level cannot be maintained in 1948 for the following reasons:
 - a. Diminishing locomotive stock (from shortage of rolling mill products available for repairs).
 - b. Diminished transit capacity of lines because of the removal of 1200 km of track in 1947 and the impossibility of replacement because of lack of rails.
 - c. Serious condition of the permanent way, which now requires reduced speeds of five to thirty kilometers an hour in about 250 locations and which will require lower speeds in 1948.
 - d. Slow reconstruction of bridges because of shortage of steel.
2. A transport conference was held in Schwarzburg, Thuringia (NSL/745), on 17-18 January 1948. General Kvashnin, head of the Transport Division of SMA, demanded more punctual dispatching of reparations goods and transport and an increase in forwarding capacity of the ports of Wismar, Rostock, Warnemunde, and Stralsund, through expedited construction, to 3,250,000 tons. He censured the slowness of port construction work and dockyard performance and declared that ship repairs were to be checked by a daily reports system. German railroad officials felt that the conference was mostly propaganda because their most urgent demands for operational safety of the railroads remained unfulfilled, especially in regard to steel and other necessities for construction and maintenance.

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3. Baltic connections from Jüterbog via Treuenbrietzen-Nauen-Neustadt/Dosse-Pritzwalk-Meyenburg-Schwane to Rostock, for better servicing of Baltic ports, was demanded by General Kvashnin. The lines included are single-track auxiliary stretches, suitable only for medium operation at limited speeds, and the Brandenburg city lines (Treuenbrietzen-Belzig-Brandenburg-Rathenow-Neustadt/Dosse) and the Ruppiner line (Paulinenau-Neuruppin-Wittstock-Meyenburg) can support a maximum wheel pressure of only eight tons, and bridges are proportionally constructed. Since changing these tracks for heavier ones and strengthening the bridges is impossible because of lack of steel construction materials, the tracks can carry only medium heavy traffic at limited speeds. The superstructure on the auxiliary stretches is also second-rate, but this was to be replaced immediately with first class material.

4. Moreover, in 1947, seventeen kilometers of the Pritzwalk-Meyenburg section and twenty-two kilometers from Schwane-Rostock and Schwane-Pitzow were dismantled and therefore have to be rebuilt. To supply the needed track, the Hagenow-Land-Zarrentin line was to be dismantled. Work was expected to be completed within four to six weeks after the beginning of good weather, if sufficient labor was available, which was to be supplied by SIA order. Since the ties were still in place, only the track needed to be remounted. The track beyond Meyenburg, however, entailed new construction.

Comment: Although the contemplated new line will be only single track, it will actually provide a double-track line, since it is paralleled for north-south connections by the Brandenburg-Nauen-Ruppiner line, suitable for heavy traffic. The arrangements for replacing superstructure with heavier quality and the completion of a line from the Jüterbog area to the ports are considered of purely strategic significance, since they do not particularly serve economic needs.

5. According to SIA orders, harbor installations at Wismar, Rostock, Warnemünde, and Stralsund are to be promptly increased. The new facilities are to include narrow-gauge tracks, crane installations, electrical equipment, and quarters for port workers. All these will be leased to Derutra (Deutsche Russische Transportgesellschaft), as will the harbor of Sassnitz, which is to be rebuilt. The ferry slip there are to be converted from passenger to freight traffic and the sea wall to be built up as a 500-meter quay with two transshipping cranes. Derutra is to be assigned 700 workers each at Wismar and Rostock and 200 each at Stralsund and Warnemünde.

6. Although it was reported on the radio (station not specified) that Russian Zone railroads were to return to double tracks, German officials did not believe this because of material shortages and the cancellation of their requests for construction for the new fiscal year. These were all rejected by SIA on 20 February 1948, except for the Baltic connections. Kühne, deputy president of the Central Administration for Traffic,

made personal inspection trips on all Russian Zone lines during February and, ignoring the competent departments of the Main Administration, demanded that travel speed be increased from fifty to sixty kilometers. Protests of technicians that this would ruin the superstructure were rejected by him on the ground that it was a military necessity and that heavier tracks would be laid as alternative lines.

7. A comprehensive survey of the situation of superstructure materials, technical supplies, safety, and communications was ordered by SIA on 12 February 1948. In particular, track construction materials and steel bridge construction materials are to be made available. Location of such supplies is to be reported consistently. Some temporary war bridges are still available. Side lines to former military installations and munition plants were partly allocated by SIA for use of the material for maintenance. During the dismantling of 1200 km of track in 1947, SIA also included the Wessau-Jüterbog track and all the track installations for heavy artillery, which were canceled, however, and German proposals for dismantling were censured.

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8. The most urgent need in improving the carrying capacity of railroad installations in the zone is the construction of switching points and reconstruction of about 200 km of double track. Especially pressing are the switching stations Seddin, Lustermark, and Tempelhof near Berlin; Senftenberg, Dresden, Weissenfels, Erfurt, Untervellenborn, Merseburg, Dessau-Rosslau, and Leipzig-Wahren stations; double track for the Frankleben-Mühleln, Aschersleben-Fross, Wittenberg-Jüterbog, and Bitterfeld-Wittenberg lines; restoration of one track at Schwan-Rostock, Schwan-Bützow, and Pritswalk-Meyenburg; and construction of numerous crossings on main lines which were formerly double track but are now single. The most urgent 120 km could hardly be constructed because of shortage of materials, since those available were needed for maintenance and operational safety of existing lines.
9. Double track still in operation is in the stretches Berlin-Frankfurt/Oder, Haidelendorf-Erfurt-Weimar-Halle-Bitterfeld-Wittenberg, Altenburg-Leipzig-Bitterfeld, and Chemnitz-Dresden. A section of the Kisleid-Coburg line from Kisleid to the zone boundary was dismantled by special order in December 1947, as was the important Wittenberg-Dornitz section of the Wittenberg-Hamburg line. The remaining zone border crossings to the west are all single track except for the Magdeburg-Helmstedt-Hannover line. The Nürnberg railway directorate, in accord with the Deutsche Reich Division, delivered trolley-wire material for re-electrification of the Falkenstein-Probstzella line in the Russian Zone for interzonal electric-train traffic between Hamburg and Probstzella. Labor was refused for construction in the Russian Zone, however.
10. The approaches to the bridge at Frankfurt/Oder were ordered completely vacated by 15 January 1948, which necessitated removal of six old bridge structures which had been deposited there. The area was fenced in, up to the stream, with 16,000 meters of barbed wire and illuminated with searchlights.
11. In January 1948, rolling stock in operation was 69,800 cars; 12,300 cars were loaded daily, with much traffic for the ports and Poland. Freight forwarding for the Russians including war booty was 27,365 cars (as compared with 28,003 cars in December). There was a consistently high backlog of trains: 133 on 20 January, 121 for Poland, and eight for the ports. The reasons for the slow removal of trains into Poland were unknown. At the end of January the backlog had risen to 140 trains and affected the entire zone system. The number of delayed trains rose to 165 but was reduced to 145 by 16 February. Eighteen trains were transferred on 21 February and nineteen on 22 February; there were still 120 to 127 trains held up.
12. Operational statistics for February 1948 show the following:

a. Eastbound trains over the border

Date	Scheune Stettin	Küstrin	Frank- furt/O	Guben	Forst	Wehr- kirch	Total	Accepted Westbound
14-2	3	4	8	3	3	3	24	25
15-2	3	4	8	4	4	2	25	26
16-2	3	4	8	3	3	1	22	19
17-2	2	5	8	3	4	-	22	26
18-2	Difficulties because of troop transports in the Eisenach area.							
19-2	Especially heavy train traffic in the Erfurt directorate.							
20-2	Erfurt directorate: operating situation in the Eisenach area much strained by heavy potash loading (for Instorburg and Fürstenburg) and military traffic, with insufficient locomotive assignment.							

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3. Westbound trains over the border and to Czechoslovakia

Date	Sent west from west	Rec'd from west	Sent to CSR	Rec'd from CSR	Poland	Backlog of trains Ports	of trains Total
14-2	22	20	5	4	153	-	164
15-2	22	25	8	3	162	-	164
16-2	26	21	7	4	155	-	143
17-2	28	23	2	3	134	-	139
18-2					138		
19-2					124		125
20-2					121		128

c. Rolling stock and booty (in number of cars)

Date	Booty	Rolling stock operating	Marked for departure from zone
14-2	36	72,010	?
15-2	19	71,178	?
16-2	8	70,979	14,196
17-2	38	71,191	13,992

d. Assignment of locomotives to Russian trains

Date	Berlin	Greifswald	Schwerin	Magdeburg	Halle	Erfurt	Dresden	Cottbus
14-2	9	5	5	2	12	10	8	12
15-2	Sunday							
16-2	8	4	2	3	15	14	8	10
17-2	9	6	1	8	12	24	7	3
20-2	9	-	1	5	16	19	13	6
21-2	13	5	1	5	13	15*	11	6

*These trains required urgent handling. Operating difficulties reported in the Erfurt area were apparently caused by loading of troop transports from 18-20 February, primarily in the Eisenach-Arnstadt area.

13. The presidial division of the Central Administration for Traffic delivered to SIA about the beginning of February railroad maps of the directorates in the Bizonie according to most recent information. SIA is unofficially seeking information on condition of bridges, bearing capacity of temporary bridges, and telegraph cables in the western zones.

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